

What is claimed is:

1. A tire tread comprising a tread pattern formed by a plurality of motifs in relief which are
5 defined by grooves of depth P which are oriented in the transverse direction and in the longitudinal direction of the tread, each of these motifs comprising a contact face and lateral faces, a plurality of these motifs in relief being connected two by two by at least two rubber connecting elements molded during the molding of the tread, these connecting elements extending from a depth H beneath the running surface of the tread when new towards the
10 bottom of the groove and defining, with the opposing walls of the motifs in relief to which they are connected, a cavity which closes in contact with the roadway to trap and compress a volume of air once the wear of the tread reaches a level of wear equal to H, at least one rubber element (motif in relief or connecting element) defining said cavity comprising at least one orifice passing through the whole of said rubber element to cause the volume of said cavity to
15 communicate with a groove, and wherein the form of the cross-section of each orifice is selected to be practically insensitive to the compression of the rubber resulting from the contact with the roadway and thus prevent its closure.
2. The tread according to Claim 1 wherein at least one orifice has an elongated form in a direction perpendicular or virtually perpendicular to the running surface of the tread.
- 20 3. The tread according to Claim 2 wherein the orifices are produced on at least one connecting element between two motifs in relief and in that said orifices are arranged as close as possible to one of the opposing faces of said motifs.
4. The tread according to Claim 2 wherein at least one orifice extends as far as a depth at least equal to half the difference between the depth P of the grooves and the depth H.
- 25 5. The tread according to Claim 1 wherein at least one orifice is formed between the bottom of a groove and a connecting element in said groove, the geometry of the lower face of said element comprising humps for preventing complete closure of said orifice on passing into the contact.

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6. The tread according to Claim 1 wherein one at least of the motifs in relief is provided with a channel opening on to two of the lateral faces of said motif, said channel being located beneath the running surface at a depth such that it causes the cavity formed by the connecting elements to communicate with a groove in order to prevent the compression of the air contained in said
5 cavity.

7. The tread according to Claim 6 wherein each channel is extended towards the contact face of the motif in relief by an incision.

8. The tread according to Claim 1 wherein the depth H is zero.

9. The tire provided with a tread according to Claim 1 intended for use on a heavy vehicle.

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